

Cathy [unclear]
[unclear] *M. Thomas*
[unclear] *[unclear]*
AN ORDINANCE BY
Councilman Doug Alexander

**AN ORDINANCE TO ENCOURAGE THE DEVELOPMENT
OF INFRASTRUCTURE TO FACILITATE THE USE OF
ELECTRICALLY POWERED AUTOMOBILES IN THE CITY,
AND FOR OTHER PURPOSES.**

Dan Graves

Clair Muller
[unclear]

WHEREAS the City of Atlanta and the Metropolitan area is currently under Federal sanctions for its poor air quality, and

WHEREAS metropolitan Atlanta drive more miles per person, per day than anywhere else in the country, and

WHEREAS practically all of these miles are driven in a gasoline-powered vehicles, and are a major source of pollution leading to ground-level ozone, and

WHEREAS it is incumbent upon the City to encourage the use of alternatively fueled automobiles as a way towards improving the quality of the air in the city and the metropolitan area,

THEREFORE BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ATLANTA, as follows:

Section 1. That any parking facility that is developed through a public-private partnership where the participation of government funds, from whatever source, is more than 10% of the project cost, will have a minimum of two parking spaces dedicated to free electric vehicle charging stations. For any lot so built with over 100 spaces, there will be an additional two spaces dedicated to free electric vehicle charging stations for every 100 additional spaces, or fraction thereof.

Section 2. That any private lot owner or operator, who installs pay or free charging stations for electric vehicles on their lots after the date of passage of this ordinance, may deduct the cost of the stations and installation thereof from their business license fee for each lot at 10% of the total cost per annum. Photocopies of invoices for purchase of the stations and installation must be included with payment of business license fees each year to document the expense and deduction.

Section 3. Deductions may begin in calendar year 2000.

Section 4. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Electric Vehicle Infrastructure Development – Atlanta, Georgia

EV Deployment in Atlanta

331 EVs operating on the streets of Atlanta by the end of 1999

Georgia Power	MARTA
Dobbins Air Reserve Base	TVA
Centennial Olympic Park	Georgia Tech
Fayette County	West Georgia State University
College Park Power	Dekalb County
City of Norcross	University of Georgia
City of Acworth	

Currently Available Electric Vehicles

General Motors

Chevrolet S-10 Electric pickup, range 40 – 60 miles
General Motors EV1, range 70 – 90 miles

Ford Motor Company

Ranger EV pickup, range 50 – 85 miles

Toyota Motor Sales USA

RAV4-EV SUV, range 80 – 100 miles

EV Deployment Initiatives

Georgia Power Employee EV Commute Program

100 EVs per year for four years with the first 100 delivered by the end of 1999
EVs leased to employees who live and work in the nonattainment area

Georgia Power Fleet Evaluation Program

Chevrolet and Ford EVs loaned to fleets impacted by the Georgia Clean Fueled Fleet Program

Federal Fleet EV Acquisition (FEVA) Program

Targeted to the sale/lease of electric vehicles into federal agency fleets operating in Atlanta

Charging Stations in Atlanta

Existing Public Charging - 16 locations with 43 charging stations

Chateau Elan	Lenox Square
Costco Stores (3 locations)	Mall of Georgia
Downtown Decatur parking deck	MARTA Dunwoody Transit Station
Georgia Power Headquarters on Ralph McGill	MARTA Lindbergh Headquarters
Georgia Power Decatur District Headquarters	MARTA West End Transit Station
Georgia Square Mall	Perimeter Mall
Georgia Tech	Southface Energy Institute

Planned Public Charging – completion during 1999

Atlanta Chamber of Commerce	Gwinnett Place
Arbor Place	Northlake Mall
Costco Stores (2 locations)	Phipps Plaza
Cumberland Mall	Town Center at Cobb

EV Infrastructure Funding Initiatives

Clean Cities – Atlanta CMAQ Funding for Infrastructure Development Project

\$3.2 million for alternative refueling infrastructure over three years (FY 2000, 2001, and 2002)

Georgia Power has installed close to 500 charging stations all over the city in support of our fleet and our customer's fleets, our employees and general public infrastructure. Data from the launch of EVs in California suggest that initial markets will need three charging stations for every EV located in the community. Today, Atlanta needs at least 1000 charging stations by the end of 2002 it will need at least 2000 charging stations. Nearly one-third of these will need to be public charging stations.

COMMITTEE AMENDMENT FORM

Committee Transportation Page Number(s) _____

Ordinance I.D.# 99-0-094 Section(s) 1

Resolution I.D.# _____ Paragraph B

Date _____

Amendment: Failure to maintain the
charging station in working
order will be grounds for
a abatement of business license
fees ^{and} for that site.

~~Section 1:1~~
~~to read "Not to exceed~~
~~a total of \$16,000 per year~~
~~per location"~~

~~Sharon Gray~~
~~521-4676~~
~~4198~~

A SUBSTITUTE (2) TO AN ORDINANCE BY Councilors Alexander, Bond, Emmons, Martin, McCarty, Morris, Muller, Starnes, Thomas and Woolard

AN ORDINANCE TO PROVIDE FOR AND
ENCOURAGE THE DEVELOPMENT OF
INFRASTRUCTURE TO FACILITATE THE USE OF
ELECTRICALLY POWERED AUTOMOBILES WITHIN
THE CITY OF ATLANTA; AND FOR OTHER
PURPOSES.

WHEREAS, the City of Atlanta and the Metropolitan area is currently under Federal sanctions for its poor air quality, and

WHEREAS, metropolitan Atlanta drive more miles per person, per day than anywhere else in the country, and

WHEREAS, practically all of these miles are driven in a gasoline-powered vehicles, and are a major source of pollution leading to ground-level ozone, and

WHEREAS, it is incumbent upon the City to encourage the use of alternatively fueled automobiles as a way towards improving the quality of the air in the city and the metropolitan area,

NOW, THEREFORE BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ATLANTA, as follows:

Section 1: That the parking ordinance shall be amended to encourage the installation of electric vehicle charging stations in the City of Atlanta by promulgating code to accomplish the following:

A. That any parking facility, or other development that includes parking, that is developed through a public-private partnership wherein the participation of **city funds** is **more** than 10% of the project cost, will have a minimum of two parking spaces dedicated to electric vehicle charging stations. For any lot so built with over 100 spaces, there will be an additional two spaces dedicated to electric vehicle charging stations for every 100 additional spaces, or fraction thereof

B. That within five (5) years from the adoption of this ordinance, any private lot owner or operator who install **and maintain** electric vehicle charging stations for the use of their patrons, may deduct the cost of equipment and installation of up to three stations per lot from the business license fee associated with the individual lot.

1. The deduction for installation of electric vehicle charging stations will be taken over a four-year period, with each yearly deduction to be no more than 25% of the total cost of the equipment and its installation.

2. Should the 25% deduction equal or exceed the total cost of the associated annual business license fee, the regular business license-filing fee shall still apply.
3. The Business License Division of the Department of Finance will develop a form to track said deductions. * Photocopies of invoices for purchase of the stations and installation must be included with filing of business license fees each year to document the expense and deduction.

C. Deductions may begin in calendar year 2001.

Section 2: That the building code ordinance shall be amended to encourage the installation of electric vehicle charging stations in the City of Atlanta by promulgating code to accomplish the following:

Any parking facility over 50 spaces will be constructed so as to provide for future installation of electric vehicle charging stations.

Section 3: That, the Aviation General Manager shall report to the Mayor and City Council by June 1, 2000, a plan regarding the implementation of electric vehicle charging stations at its public parking facilities.

Section 4: It shall be unlawful for a non-electric vehicle to park in a space reserved for electric vehicle charging in any public parking lot. The fines for parking a non-electric vehicle at a space reserved for electric vehicles will be no less than \$150.00. Fines and penalties for improper use of such parking spaces in private lots will be at the discretion of the owner or operator.

Section 5: That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

A SUBSTITUTE TO AN ORDINANCE BY
Councilors Alexander, Bond, Emmons, Martin, McCarty,
Morris, Muller, Starnes, Thomas and Woolard

AN ORDINANCE TO PROVIDE FOR AND ENCOURAGE THE
DEVELOPMENT OF INFRASTRUCTURE TO FACILITATE THE
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THEREFORE BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ATLANTA,
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Section 1. That the parking ordinance shall be amended to encourage the installation of electric vehicle charging stations in the City of Atlanta by promulgating code to accomplish the following:

A. That any parking facility, or other development that includes parking, that is developed through a public-private partnership wherein the participation of government funds, from whatever source, is more than 10% of the project cost, will have a minimum of two parking spaces dedicated to electric vehicle charging stations. For any lot so built with over 100 spaces, there will be an additional two spaces dedicated to electric vehicle charging stations for every 100 additional spaces, or fraction thereof.

B. That any private lot owner or operator, who installs electric vehicle charging stations on their lots after the date of passage of this ordinance, may deduct the cost of the stations and installation thereof from their business license fees at 25% of the total cost per year. The Business License Division of the Department of Finance will develop a form to track said deductions. Photocopies of invoices for purchase of the stations and installation must be included with payment of business license fees each year to document the expense and deduction.

C. Deductions may begin in calendar year 2001.

Section 2. That the building code ordinance shall be amended to encourage the installation of electric vehicle charging stations in the City of Atlanta by promulgating code to accomplish the following:

Any parking facility over 50 spaces will be wired so as to provide for future installation of electric vehicle charging stations.

Section 3. That by June 1, 2000, the Aviation General Manager shall report to the City Council a plan that Atlanta Hartsfield International Airport will implement to begin, not later than January 1, 2001, installation of electric vehicle charging stations at most, if not all, of its public parking facilities, at a recommended density of one charging station per two hundred spaces in long-term parking facilities.

Section 4. It shall be unlawful for a non-electric vehicle to park in a space reserved for electric vehicle charging in any public parking lot. The fines for parking a non-electric vehicle at a space reserved for electric vehicles will be no less than \$150.00.

Section 5. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.



CITY OF ATLANTA


BILL CAMPBELL
MAYOR

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JUDITH BLACKWELL
Chief Financial Officer

September 27, 1999

TO: Councilmember Cathy Woolard
Chair of Transportation Committee

FROM: Judith Blackwell
Chief Financial Officer 

RE: Ordinance 99-O-0914 Electrical Charging Stations

As requested, please find below financial analysis regarding ordinance 99-O-0914.

Please note that Section (1) (A) does not definitively state whether other businesses which have parking facilities are to be included. For purposes of this analysis, the assumption is made that businesses other than those solely with parking facilities would be impacted by this legislation. Both scenarios are indicated for illustrative purposes.

Scenario 1- Parking lots only

From a review of current parking lot facilities only, approximately \$100,000 in revenues would be impacted. However, if the spirit of the legislation is to include all facilities which have a parking facility, then the impact could be larger as indicated below.

Scenario 2- Businesses including parking facilities

From a review of businesses, including parking facilities, approximately \$1.5 million would be impacted. The assumption in this scenario is that half of the City's businesses would be impacted, and of that amount parking revenues represents 10% of their gross receipts.

The Business License System can not distinguish the number of businesses with a parking facility and where City funds were utilized to construct 10% of the project cost. The City will also incur administrative costs for the City in terms of verifying and processing valid rebates.

888 384 5922

Please also note that City Council passed legislation specifically calling for the identification of replacement revenues or expense reductions when there is a proposal to reduce General Fund revenues. This legislation will erode the City's revenue base on an annual basis from a minimum of \$59,000, which would entail a \$232,000 loss over the four-year rebate period; compared to a maximum of \$1.5 million on an annual basis, which would entail a loss of \$6,000,000 over the four-year rebate period. In order to remain in compliance with both the letter and the spirit of Council Ordinance 99-O-0914, the Finance Department recommends taking no action on this legislation until revenue or expense reductions are identified in the ensuing year's budget to offset these losses.

One alternative approach for limiting the negative financial impact of this proposal would be to limit the rebate to parking facilities only as demonstrated in Scenario One, which resulted in lowering the revenue loss to the General Fund to \$59,000 on an annual basis.

c: Larry Wallace, COO
Chairman Lee Morris, Finance/Executive Committee
Greg Pridgeon, DCOS

Scenario 1

Contains Parking Lot Facilities Only

Charging Station Equipment & Installation Cost	2,304
Estimated General Business License Revenue for 1999	100,000
Number of General Business Licenses	330
Average Fee Per License	303
Deduction Amount (25% of Equip. & Instal.)	576
Estimated General Business License Revenue for 1999	100,000
Less Business License Filing Fee(\$125 x no. of G.B. Lics.) due to deduction Amt. exceeding Avg. Fee	(41,250)
Total Estimated General Business License Revenue Loss from Issuing the Credit	(58,750)

*This Estimated Revenue Loss assumes each establishment installs only one charging station.

Scenario 2

Assumes all businesses have Parking Facilities

Charging Station Equipment & Installation Cost	2,304
 Estimated General Business License Revenue for 1999 (Represents 50% of Total Antic. Gen. Bus. Lic. Revs.)	 14,600,000
 Number of General Business Licenses (Represents 50% of Total No. Of Gen. Bus. Lic.)	 10,500
 Average Fee Per License	 1,390
 Assumes 10% of Avg. Fee Per Lic. is parking lot revenue	 139
 Deduction Amount (25% of Equip. & Instal.)	 576
 Total Estimated General Business License Parking Revenue Loss from issuing Credit	 (1,459,500)

*This Estimated Revenue Loss assumes each establishment installs only one charging station.